

KEOKUK COUNTY HIGHWAY DEPARTMENT

RECEIVED

MAR 27 2007

LOCAL SYSTEMS PLANNING

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March 26, 2007

Representative/Senator XXXXX
State Capitol Building
East 12th & Grand
Des Moines, IA 50319

RE: TIME 21 Plan resolution
Additional information

Dear Representative/Senator XXXXXX

Keokuk County is asking for your support of the TIME 21 initiative to increase road funding for the state, counties, and cities.

The Keokuk County Board of Supervisors has adopted a resolution supporting the TIME 21 initiative to increase road funding. A copy of the resolution is attached.

I would like to provide additional information regarding the counties' needs. I have been with Keokuk County since February 1995. My duties include the construction and maintenance of the secondary road system in Keokuk County.

We have experienced the effects of lost buying power in our operations. We have had to cut back our equipment replacement and local construction programs in our FY 2008 budget.

One positive item that has come out of this is that we have become more efficient in utilizing our personnel and equipment. However, we are at the point where efficiency cannot make up for increased operating costs. Difficult decisions will have to be made regarding our level of service and staffing.

Our county is at this crossroad. Without additional income, our fund reserve is dropping. I'd like to share some numbers with you to demonstrate our need:

REVENUE

Keokuk County RUTF income	FY 1995	\$1,647,350	31.6% increase
	FY 2007	\$2,168,272	

Keokuk County's local effort match has remained relatively constant through this period.

EXPENDITURES

Base pay rate – Equipment Operator	1995	\$11.43/hour	44.1% increase
	2007	\$16.47/hour	

(This does not factor increases in health insurance and other benefits)

Equipment

Single Axle Truck	2005	\$46,710	70.1% increase
	1996	\$27,461	
Track Excavator	2006	\$116,292	40.1% increase
	1996	\$83,063	
End Loader	2002	\$80,265	60.5% increase
	1990	\$50,249	
Wheeled Excavator	2006	\$166,207	52.5% increase
	1993	\$109,000	

Materials

18" Steel pipe	2006	\$11.07/foot	47.6% increase
	1998	\$7.50/foot	
Class "A" road stone	2007	\$8.40/ton	33.3% increase
	1998	\$6.30/ton	

Construction

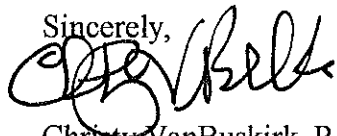
Concrete pavement	2006	\$99.41/square yard	54.8% increase
	2000	\$64.21/square yard	

Fuel

Diesel (bulk)	March 2007	\$2.15/gallon	377% increase
	January 1995	\$0.57/gallon	
Ethanol	March 2007	\$1.98/gallon	325% increase
	January 1995	\$0.61/gallon	

I have also attached construction cost information from the November 2006 INROADS newsletter. As you can see, revenues have not kept up with operating costs. We ask your support of the TIME 21 initiative to increase road funding for the state, counties, and cities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christy VanBuskirk', written over the word 'Sincerely,'.

Christy VanBuskirk, P.E.
Keokuk County Engineer

KEOKUK COUNTY BOARD OF SUPERVISORS
RESOLUTION

WHEREAS, Senators Rielly and Noble, Chair and Ranking Member respectively of the Transportation Committee, are seeking input concerning transportation needs with public meetings that are being held throughout the state; and

WHEREAS, the Road Use Tax Fund is an important source of support for construction and maintenance projects at the city, county and state level; and

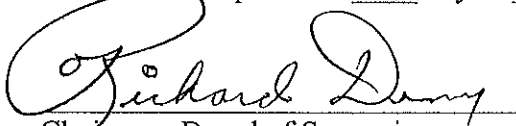
WHEREAS, an integral part of that R.U.T.F. is the fuel tax, which has not increased since 1989, and during that timeframe construction costs have more than doubled; and

WHEREAS, the Iowa Good Roads Association, the Iowa County Supervisor's Association, the Iowa County Engineer's Association and a consortium of additional public and private individuals and organizations, has promoted the TIME-21 program (Transportation Investment Moves the Economy in the 21st Century) to underscore that steady deterioration of the construction dollar; and

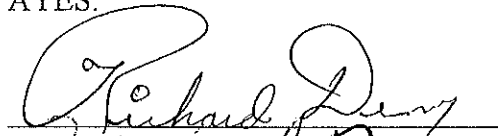
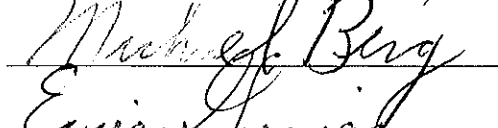

WHEREAS, TIME-21 supports the Iowa Department of Transportation's request for an additional \$200 million added to the R.U.T.F. that would be committed to roadway infrastructure and would be generated by increasing transportation-related fees;

NOW THEREFORE BE IT RESOLVED that the **Keokuk County Board of Supervisors** recognizes the vital role that our transportation system performs for Iowa and encourages the legislature to consider funding alternatives to increase revenue to the Road Use Tax Fund.

Passed and adopted this 26th day of March, 2007.


Chairman, Board of Supervisors

AYES:

NAYES:

ATTEST:


Keokuk County Auditor

0326reso

Since 1989 a loss in buying power has been eating away at our ability to build or repair roads. Since 2003 the Road Use Tax Fund has lost over half a billion dollars in buying power. \$206 million in buying power was lost in 2006 alone!

Not since the period between 1927 and 1945 has Iowa gone this long without increasing the state's gas tax.

1989

Last year gas tax was increased

Roadway Excavation

\$9.90 purchases 10 yards

Hot Mix Asphalt Surfacing

\$209.50 purchases 10 tons

Portland Cement Concrete Surfacing

\$1401 purchases 100 sq. yards

Reinforcing Steel

\$380 purchases 1000 lbs.

Structural Steel

\$1000 purchases 1000 lbs

Structural Concrete

\$16,931 purchases 100 cubic yards

2006

Roadway Excavation

\$9.90 purchases 4 cubic yards
(60 percent loss in buying power)

Hot Mix Asphalt Surfacing

\$209.50 purchases 5 tons
(50 percent loss in buying power)

Portland Cement Concrete Surfacing

\$1401 purchases 53 sq. yards
(47% loss in buying power)

Reinforcing Steel

\$380 purchases 528 lbs.
(47% loss in buying power)

Structural Steel

\$1000 purchases 661 lbs
(34% loss in buying power)

Structural Concrete

\$16,931 purchases 52 cubic yards
(48% loss in buying power)

In 1989 – the last time the gas tax was increased – it cost \$140,000 per mile to resurface a two-lane road.

107%
increase

*Today the cost would be
\$290,000!*